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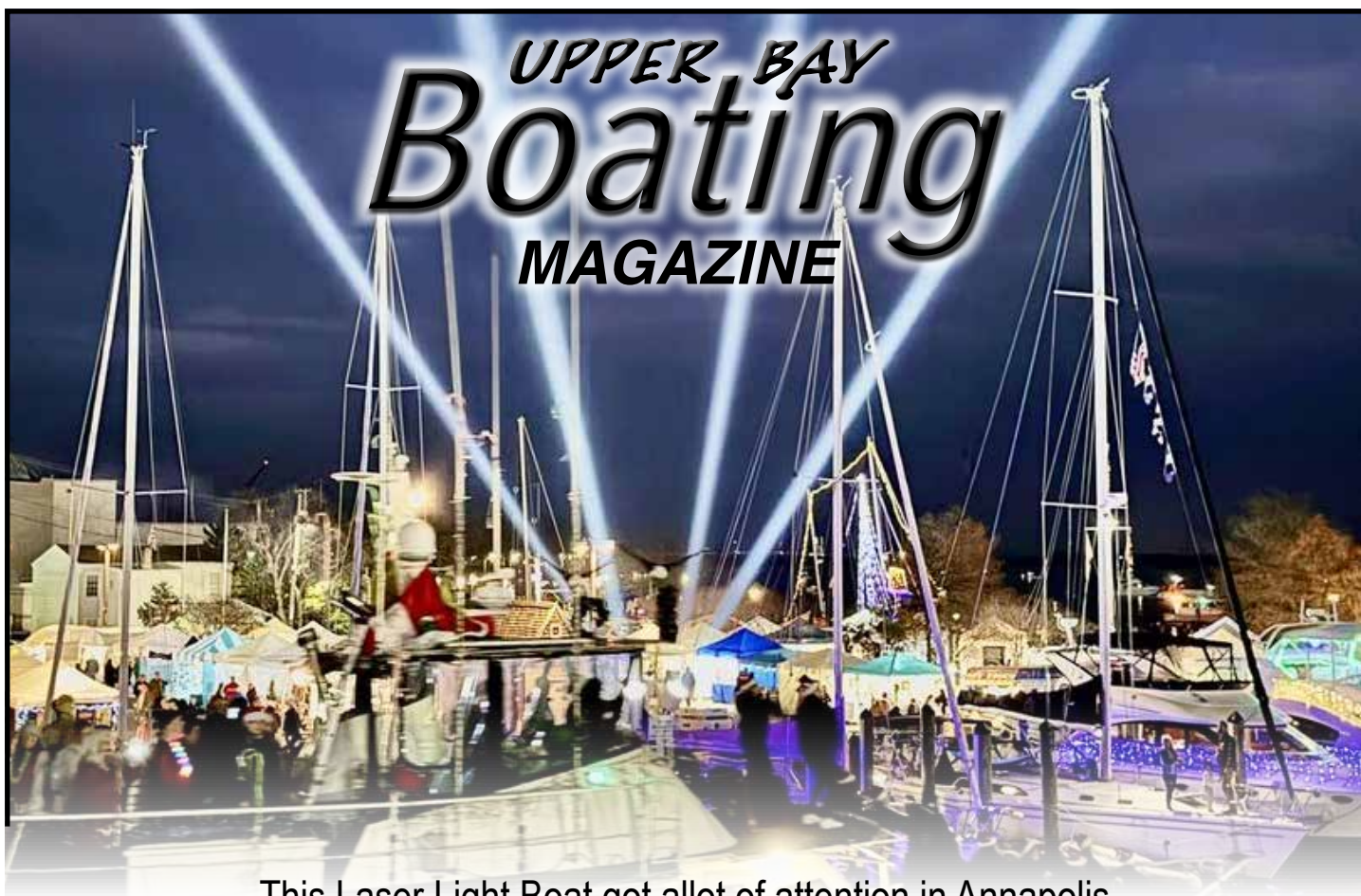


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WHAT'S INSIDE

5 Marinating with Jim High 6 Exploring Bare Minimum Mondays *By Wendy Gilbert | Contributing Editor*
 8 Winter Wonderland 10 'THE' Chesapeake 12 Tidal Fishing Formula 14 Karolina Graphics
 18 Far Eastern Shore Winery 21 Baltimore County Waterfront 24 A Foggy Day on the Water 26 Women on the Water /
 Spotlight on Chimere Murrill 28 Making Your List; Checking the Boat Twice 33 Hopkins Farm Brewery
 34 Babes on the Upper Bay 36 Boat Dogs 37 Maryland Waterways Foundation 40 Laughter is the best Medicine

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WHO WE ARE

Publisher: Jim High
Publisher Emiritus: Dave Bielecki
Administration: Kisha Soth
Production & Graphic Design: Carol Pappas

Features Editor: Wendy Gilbert
Photography: Tom Scilipoti, David Sites, Thomas Bentz
Contributing Writers: Wendy Gilbert, Tim Campbell, Tim Sherman,
 Doug Dawson, Alan Keene, Mark Galasso, Montana Grant,
 Kim Houck, Dale Plummer, Anne Sandbek

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Marinating with Jim High



I was privileged and honored to meet an amazing individual, Jessica Long, at the wedding of my niece and Jessica's cousin, Ava Correlli. Congratulations David and Ava Lerew. Jessica Long is a World Traveled Multiple Gold Winning Paralympic Swimmer and Author of "The Mermaid with No Tail"! Jessica's Book is available in bookstores everywhere and is available online also. She has also been doing book signings in the area. You can also check out her website www.jessicalong.com



THE RINGS OF A TREE AND THE WRINKLES OF LIFE!

I was traveling with my friend Maggie a few weeks ago. As we turned onto Turkey Point, she noticed a huge tree and asked how old it might be. I said we would have to chop it down to count the rings! Each winter causes another ring inside the soul of the tree. You can count the rings and the years of life. She said no... she didn't need to know that much, and I obviously agreed. Besides, Kisha doesn't want me coming home with 15 cords of wood when we don't have a fireplace. Each year leaves (or leaves) another ring around our lives. Memories of life, the good, the bad, the traumatized and all the fun! Jimmy Buffet left us with many thoughts, memories, and sounds. He once said, "The wrinkles go where the smiles have been."

GIRL SCOUT COOKIES & 80 DIFFERENT SUMMERTIME FROZEN DRINKS



So, my little stepdaughter, Kammy J. is a Girl Scout! She has been selling Girl Scout cookies along with Kisha and a whole host of other Girl Scouts and their Girl Scout moms! So, what is the incentive?

In a moment!!!

I used to go to a waterfront bar on the Potomac known as Tim's Rivershore. Tim's was a wonderful place across the train tracks in Dumfries, VA. In the spring, Tim's gave everyone a little plastic card with 80 numbers on it. If you were able to drink one of all the different frozen drinks on that list in one season... guess what you got?

A Tee Shirt!!! That's right... **A Tee Shirt.**

So, back to Kammy and the cookies...

If Kammy sells 600 Boxes of Girl Scout Cookies, she is going to get a SWEATSHIRT!!!

600 boxes for a SWEATSHIRT!!!

THAT'S JUST CRAZY!!!

NON-BOATING HUMANS NEED BOAT SHOWS TOO!

Even though you may have a NBH (Non-Boating Human) for a neighbor, family member, colleague or even a friend, inviting them to come to one of the winter boat shows is a great idea. The first show is the Chesapeake Bay Boat Show, Jan. 19th, 20th and 21st in Timonium.

These winter boat shows really recharge the batteries! Enjoy being surrounded by like-minded happy water traversing humans. The winter boat show season reminds us that spring is right around the corner. Maybe, just maybe, this will inspire you NBHs to rise up and buy a boat!

The Chesapeake Bay Boat Show has a great line-up of live music. Appearing throughout the weekend are:

Anton Tuvelman, Dwayne Wilson, Rob Fahey, Hunter Soth, Madisun Bailey, Chris Sacks, Darren O'Neill and to close out the weekend Sky King. All of these are great regional performers and worth checking out.



By Wendy Gilbert
Contributing Editor

EXPLORING BARE MINIMUM MONDAYS



Folks don't call me Trendy Wendy for nothing. Truthfully, no one calls me Trendy Wendy, but for the topic's sake, let's just say someone did. Once. A long time ago. And it was funny.

A true Trendy Wendy likes to know what's going on and what folks are chatting about. Talk about some rabbit holes! I could spend days researching the latest cooking trend – hot honey.

The latest fashion trend – python shoes.

The latest video game craze – PUBG.

You get the idea. Recently, I ran across a new trend to make facing Mondays easier. And if you just heard the chorus of The Bangles' Manic Monday in your mind, give yourself 10 bonus points.

It's called Bare Minimum Mondays.

The gist is to take as much pressure off your productivity on Monday as possible. Apparently, lots of people suffer the Sunday Scaries (obviously not my generation) and to improve their overall health by easing gently into their work world Bare Minimum Mondays was developed.

Instead of getting down to work, folks are encouraged to prioritize self-care and do what brings them joy. This mindset lifts the pressure, which sounds great. Ask anyone in recovery and they'll tell you it's heaps better than self-medicating with alcohol or drugs.

But does that mean the work doesn't get done until Tuesday? I don't think this idea is for me. It certainly wouldn't have worked for any of my bosses over the years. I can almost hear Don's exasperated sigh, see Anthony's eyebrow lift and Terry's face redden. These guys were not following TikTok wisdom or getting massages on Monday mornings.

The joy of being semi-retired is that I can go in any direction I choose – old school, new school, or perhaps just skip school altogether.

I am a Monday morning, turn the page, hit that reset button and go, go, go kind of girl.

I like Mondays. I love the first day of each month and don't get me started on the first day of a new year.

Feel free to imagine me on Y2K! Yes, it was that great.

So, this Bare Minimum Monday idea is taking all the air out of my Monday balloon. I won't have it. Y'all enjoy your gentle approaches, your tiptoe through the to-do list and I'll just rock on with The Bangles.

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Winter Wonderland VS Frozen Hell on Earth

By Wendy Gilbert

**Short days.
Barren landscapes.
Ice. Ice. Ice.**

These my friends are the hallmarks of life on the water in January. Sure, there's the occasional warm spell, but it doesn't last long and in no time at all it's dark and gloomy again. Enjoy the bright lights at the boat show while you can folks!

Is there anything worse than being cold?

Yes, it's being cold and wet.

So, I figure being warm and dry is what we need to combat the Winter Doldrums. This explains snowbirds. It has long been an ambition of mine to be a snowbird, but I don't want the responsibility of a second home. I can hardly keep up with the one I have.

We all know that staying with others for more than a few days is out of the question and renting a place for the entire winter is costly. So, I don't want to be as welcome as bait and spend all my fun money on a place to crash. What's a snowbird wannabe to do?

Pile up some wood in the fireplace and let that well-sea-



soned wood fill your place with light and warmth. Don't have a wood-burning fireplace? Click it, baby, click it! Don't have any kind of fireplace? YouTube, baby, YouTube.

People who live in Alaska, Siberia and Scandinavian countries deal with this for much longer than Marylanders, what do they do?

All the usual things – eat well, exercise, get light where they can.

They also simply embrace it. They cozy up, slow down and actually enjoy the winter months. What a concept!

The advertisement for Fairwinds Marina features a large image of two outboard motors, a Mercury and a Yamaha, on the left. In the center is the Fairwinds Marina logo, which includes a stylized sailboat and the text "FAIRWINDS MARINA". Below the logo, it says "Magothy River • Annapolis, Maryland" and "www.fairwindsmarina.com". On the right is a green starburst graphic with the text "WE HAVE NON-ETHANOL FUEL". The background of the advertisement is a photograph of a marina with many boats docked. At the bottom, a blue banner contains the text "BRAND NEW DOCKS 2023!" and "Repower Center | Marine Store". Below this banner, the address and contact information are listed: "Fairwinds Marina | 1000 Fairwinds Drive, Annapolis, MD 21409 | (410) 216-0205 | www.fairwindsmarina.com".

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THE CHESAPEAKE WILL ALWAYS BE "THE" CHESAPEAKE TO ME

Allow me to preface this column by saying that my biggest fan and harshest critic, my wife, thinks it's "dumb". And not only does she think it's dumb, but she thinks it's "booooooring". (Come on, hon, tell me how you REALLY feel). And to take it a step further, she's convinced that you, my readers, will think that I couldn't come up with anything to write about this month, so I settled for this "dumb" and "booooooring" thing. While there may be a hint of truth to this last one, I still believe that you will share my passion for what I'm about to say. And besides, what does my wife know? ... she married ME!

This article is about an article. No, not the 800 or 1,000 word type that you're used to reading in most magazines, but a one-word article. What I mean is, that my article will be a normal length, but what I'm writing about, the topic, is only one word ... an article.

Confused? Me too. That's why I'm writing this article.

To explain, I need to give you a little personal history first. I was born in the little Eastern Shore town of Hurlock many years ago and moved to Chestertown a year or so later. While my family moved around every four or five years (Dad was a minister), we never left the confines of the Delmarva peninsula. From the time I can remember, the Chesapeake Bay has always been "the" Chesapeake Bay.

Any clearer now? No, I didn't think so, but stay with me.

Here's the scoop. For quite a while now, I've noticed that magazines and books from around the country (and even one or two from close by) drop the "the" when referring to our Bay. They just say Chesapeake Bay.

Let me give you an example from a major sailing magazine I read the other day. It went something like this ... "He exited the C & D Canal and motored into Chesapeake Bay ... " Motored into Chesapeake Bay? We all know that you don't motor into Chesapeake Bay. You motor into THE Chesapeake Bay! Right? Wrong ... apparently.

Wait until you hear what I've learned about articles recently, or more specifically the DEFINITE ARTICLE.

Let's start by reviewing our grammar lessons from 10th grade English class. The words "a", "an", and "the" are those little parts of speech that we call articles. They go before nouns to let us know if the noun is general or specific. For example, "a" dog means one of many dogs, while "the" dog refers to one specific dog. "A" and "an" are called indefinite articles and "the" is called the definite article.

OK, so far so good. Now let's cut right to the chase. Let's focus on the use of "the" with specific bodies of water. Rivers clearly use "the", don't they? ... the Mississippi River, the Potomac River, etc. You certainly wouldn't say "he motored into Potomac River, now would you? And oceans, too ... the Atlantic Ocean, the Indian Ocean ... and what about gulfs and seas ... the Gulf of Mexico, the Mediterranean Sea.

But here's the mind-blower. While all of the great grammatical minds of the world agree that rivers, oceans, gulfs, and seas can and should use "the", they tell us, in no uncertain terms, that bays and lakes AREN'T supposed to! Now, I can accept that rule for San Francisco Bay and Tampa Bay, and even for Delaware Bay (maybe ... but for "the" Chesapeake Bay? NOT A CHANCE!

Have I been wrong for all these 78 years? Could a boy from Hurlock and Chestertown, an eastern sho' boy, grow up calling that big body of water in his backyard by the wrong name? I just can't believe it.

I bet there are high school English teachers up and down the peninsula who "go fishing on THE Chesapeake Bay" all the time. In fact, I bet there are college professors, company presidents, and congressmen who do, too. It's a cinch that watermen don't do their crabbin' in Chesapeake Bay! And who should know better than watermen?

So, while San Francisco Bay will never be "the San Francisco" and Tampa Bay never "the Tampa", "the Chesapeake" will ALWAYS be "the Chesapeake" to me!

Dumb? ... maybe a little. Booooooring? ... well, you made it to the end so it couldn't have been too much of a yawner!

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TIDAL FISHING FORMULA

By Tim Sherman

The ebb and flow of tides can be predicted well past the time we are allotted on the earth. As important as tides are to fishermen, they are merely one factor in fishing success in the Chesapeake Bay and coastal waters. Over the years I have found that combining other natural elements with tides can determine, not only fishing success on a particular outing; but also, how the catch is dictated during any trip on its own.

SO, HERE IS MY FORMULA:

Tide
+ Current
+ Structure and/or Cover
+ Food Source
= CATCHING FISH!



I fish for several different species during the year and this formula is paramount to the catch. Bass, perch, and stripers, among other species, are all tide-driven fish. I've found that the more you take away from the formula, the less of a chance you have of catching fish. To understand the formula, let's break down the elements within it.

First, we have tide. Tide does three things: It rises – going to high, falls – going to low, and stands – the still period between the rise and fall. Think about it as the vertical plane. The vertical rise and fall occur because of the gravitational pull from the moon and, to a lesser extent, the sun. Tides are the easiest element in the formula to discern. There are numerous apps, and most fishing electronics today have a feature

that allows you to check tides close to where you are fishing.

Next is current. It is very common to hear in fishing conversations the terms “incoming tide” and “outgoing tide”. The fact is, current is what flows in and out, raising and lowering the tides. Rule of thumb: It is current that floods or flushes the tidal water, raising and lowering the water level. You are drifting in the current, not the tide. As far as incoming and outgoing tide ... we know what we mean.

The structure is the natural contour of the bottom of the waterway where you are fishing. Channel edges, drop-offs, ridges, humps, points, and holes all fall under the term structure. Areas such as these give fish ambush points and respite from the current. In shallow areas, it is important to consider a hard bottom, muddy bottom, shell bottom, gravel, or rocky bottom.

The cover is what you find on the bottom. Some of it is God-given and some of it is man-made. Show me a bass fisherman who doesn't love a grass bed or shoreline laden with fallen wood. White perch and yellow perch are fond of grass lines and rip rap. I will fish bridge pilings for stripers, not to mention rock piles and rip rap. If it's a feature that is added to the structure, consider it covered.

All living creatures have to eat to survive. Last year, more than ever, I noticed an abundance of bait in the places that I have fished. I've seen it on the depth finder and I've seen it on the surface. If there is a lack of minnows and/or

grass shrimp around cover there is no need for perch, blue gills, and sunfish to be there. If these species and their food source, and/or crawfish aren't there, the bass that feed on them won't be either. The same can be said for the lack of shad, white perch, and menhaden for stripers. Yet, add in the food source to the combination of tide, current, and cover and/or structure, and your catch rate will go up.

So, how do all of these things relate? Tides determine how fish can relate to the structure and cover as water levels rise or fall. Current forces baitfish to school up because these smaller species swim much easier in mass than alone. Even so, the current pushes the schools of bait along the structure and cover. Current also positions perch, bass, and stripers on the best vantage points along the structure and cover waiting for the food source to wash by. Take away any of these elements, or a combination thereof, and your success rate – trip to trip, and even hour to hour – is diminished.

I've never been accused of being a scientific genius. My high school science grades prove that. However, experience from my passion for fishing has been a great teacher. If you follow this simple formula, the tides and currents will direct you to the structure and cover where the fish you want to catch wait eagerly for their feeding opportunities. “Tide + Current + Structure and/or Cover + Food Source” has guided me to a lot of great trips, and helps me understand why other outings are not as successful.

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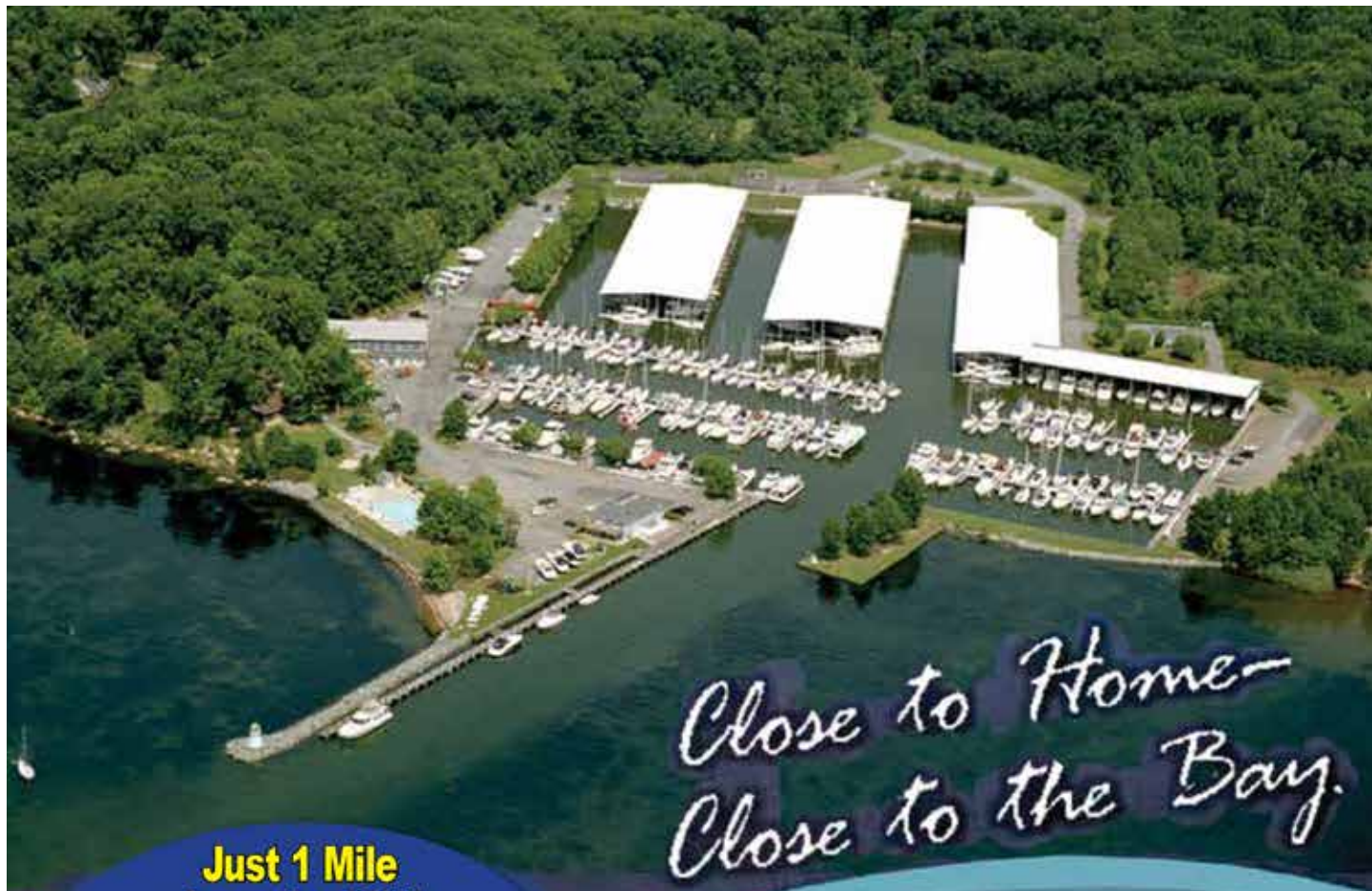
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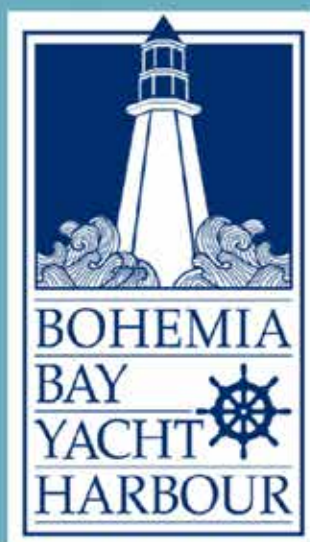


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Far Eastern Shore Winery

By Kimberly Houck

Recently I have been attending craft shows and gearing up for the Christmas season. While out in Howard County recently I ran into a stand for Far Eastern Shore Winery. After a sample tasting, I was hooked. So hooked I grabbed my tasting partner and we took a nice Sunday drive to Easton to see their tasting room and get more supplies. LOL.

Far Eastern Shore Winery is located in historic Easton right on Ocean Gateway and has been owned and operated by Tien-Seng Chiu and his wife Tara since 2008. Far Eastern Shore Winery gives credit not just to the location but also to Mr. Chiu's Chinese heritage. Chiu's heritage is further demonstrated in the design of the tasting room. The building is unassuming at first glance but as you enter the tasting room and see the large antique ship made of real jade, the large vases, and the pagoda over the bar you feel that great Eastern vibe. The banners and the product labels were created by Tara Chiu, who is a graphic designer. The image of the two cranes also gives a nod to China and the Chesapeake region and again shares the East meets West theme.

Mr. Chiu has more than 20 years of experience in zymology (the study of the biochemical process of fermentation) and he has created fantastic non-traditional fruit and wine pairings. They use a vast array of fruits like cranberries, peaches, blackberries, strawberries, and pomegranates.



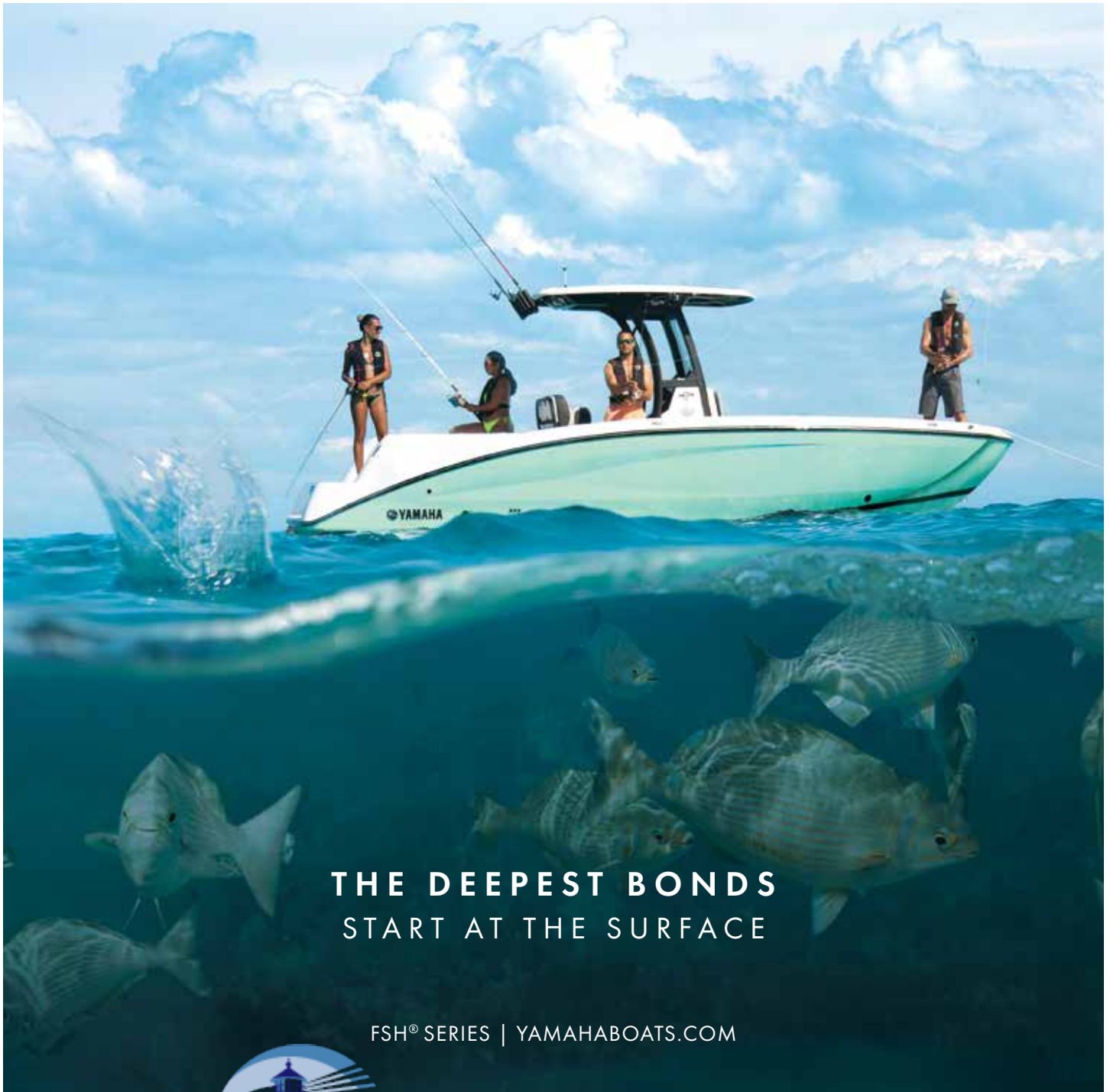
My favorite wine was Lotus. It is made with lychee fruit and has just the right level of sweetness. There was an undertone of strawberries, which made it very refreshing to me. My second choice would have to be the blush. It went very well with the charcuterie tray I was sharing with my wine-tasting partner. Her preference was Harvest. She likes more tart wines and likes the cranberry notes. She felt the tartness was just right for her.

While we did not sample the dessert wines, I can only imagine how good they must be.

Far Eastern Shore Winery participates in local vendor fairs. You may find them at your local events like the Howard County event I attended. You can also head over to their website (feswinery.com and click on Where to Buy) you can enter your location and find a local distributor to purchase from. They also offer delivery to 36 states. And with colder weather approaching I can assure you I will be placing my order for Black. Who can resist a good Cabernet Sauvignon with blackberries on a cold winter's night? Not me. You should also consider joining the Wine Club for quarterly releases of 3 Wine-maker's Choice wines, free tastings for two, and more perks like special pricing and invitations to special events.

However, you purchase your Far Eastern Shore Winery wines, be sure to let them know that your friends at Upper Bay Boating Magazine sent you.





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A Foggy Day on the Water

By Captain Mark Galasso

The fish were out there. I knew it as I walked down the pier to my 20-foot Pro-line. Fishing had been off the hook for the last few days and the fish seemed to have no reason to leave. Water quality was good and the Eastern Bay was so full of small baitfish one could close their eyes and actually hear them feeding on the surface. The birds knew it too and hundreds of them seemed to know just where and when the show was about to happen.

My old Proline was a boat I got from my father. It had a compass that I think worked. The fluid was a little low and with each trip the bubble seemed to get larger and larger. But I could still read general direction and I could tell north from south. My only depth finder/ fish finder was an old Hummingbird flasher. I never really became very proficient at reading it but at least I could tell the water depth. The boat didn't have a bilge pump. To drain water from the bilge you had to open up a small hatch and pull the drain plug while the boat was going fast enough to suck the water out. By today's standard the whole thing was pretty primitive.

This particular afternoon was kind of weird. Even though it was mid-fall, a massive warm front had moved in from the south. It was balmy and dead calm. If you dropped a feather, it would hit your feet. No wind! It didn't go unnoticed by me

that I was halfway down the dock and still couldn't see my boat. The whole creek was shrouded in a fog so dense that you couldn't see much of anything. Like you see in the horror movies at the graveyard. But guess what? I love to fish and a little fog never hurt anyone. I had a plan. Besides, fog almost always burns off before the sun goes down. Notice the word ALMOST.

So, I found the boat and loaded up my gear. Off I went. I headed out of Greenwood Creek. The plan was that I would keep the land on my port side visible and use that to find my way back. I headed out toward Bennett's Point. I only almost ran into a couple of docks on my way out. I knew I was in the Eastern Bay at some point. Not sure how because I got too far from shore and lost my port side reference. I stopped and turned off the motor just to listen. I heard a few geese honking. They always rest in the mouth of Greenwood so I put that in my memory banks. I headed a mile or so south according to my compass. Back then I didn't know compass variation and deviation. Years later I learned my compass was about 40 degrees off on a southerly heading. Good information to know.

So, I'd run a little and drift a little and use my ears. Then I heard it. And not too far away. A riot of seagulls squawking and chasing each other. Probably on fish.

Hot damn. I idled toward them. It was on. The fog was so thick I was afraid to cast for fear of snagging one of the birds. So, I jigged vertically and caught a few Rock and Blues in short order. And just as fast as it started it ended. Silence. The birds vanished. As did the fish. What little water I could see was a sheet of glass. So, I started back.

I remembered the geese at the mouth of Greenwood Creek. If I could hear them, I'd just idle in that direction until I either got in the creek or ran aground. I knew most of my neighbors so even if I ended up at one of their docks, after explaining how stupid I felt, they would give me a ride home. So, after an hour or so of idling and stopping with the engine off, I finally heard it. Faint at first but stronger at each stop. Geese. I headed for the sound. When it finally got so loud, I thought I ran over one I stopped. Actually, it was a pier that stopped me. Unfortunately, it wasn't a pier on Greenwood Creek. It was the pier at the Maritime Museum in St. Michaels. See back then they had a gaggle of geese as well. At that point, I did the first smart thing of the day. I double-tied the boat and walked over to the Crab Claw Restaurant for an early dinner.

I learned a valuable lesson from this experience. No. It wasn't that you shouldn't fish in the fog. No. It wasn't that you need to know your

compass and its accuracy. And no. Not even that there are more geese than just the ones making a racket at the mouth of Greenwood Creek. No, the real lesson in all of this was to always bring your wallet. You see the Maritime Museum likes to keep the area open for its members. And The Crab Claw really likes to get paid after you eat a great meal. Fancy that.

No, in all seriousness fog is nothing to fool with. You may be the most experienced boater out there but you have to account for all the other boaters. Go slow and take your time. Never be in a hurry. Don't panic. If you run aground so, be it. If you're going slow, you can always get off. Listen for other vessels. If you don't have radar don't speed up and down channels. Others might be doing the same thing. Collisions are far less serious when boats are traveling at idle speed than when their doing 20 knots. Have something on board to make noise. Preferably an air horn, gong, or bell. The bottom line is to be prepared. Fog can sock in any time the conditions are right. Know the conditions. Cool water, high humidity, light winds, and warm air. Conditions we see in our area mostly in the spring and fall. When fishing is the best!

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Women on the Water

Spotlight on Chimere Murrill

By Kimberly Houck



On a dreary Sunday evening, post Ravens win though, I had the opportunity to speak with Ms. Chimere Murrill about her life on the water. And what a story she told.

Chimere was born in Baltimore but raised in rural Petersburg, Virginia. She has been back in the area since finishing college and pursuing her career in the Maryland area. She told me she is a country girl at heart. However, life in the city can be fast-paced and chaotic, and she says working full-time can drain you at times. She was introduced to boating by way of working in Cybersecurity at the DoD; two of her colleagues had boats. They were always offering to take her out, and she was always unable to go. But one weekend she decided to give it a try, and she was hooked. She caught the "boat bug!"

Being out on the Bay was an escape from the hustle and bustle of work and city life.

At first, Chimere kept going out with her friends and gaining boating knowledge. Then she purchased her first Baha two-seater, which was quickly upgraded after venturing out one choppy day on the bay. Next up was a 26-ft. Larson with a cuddy cabin. She continued going out as often as possible and learned as much as she could. Her friends were great about helping

her get hours on the water and practice.

All the while, she dreamt a vision of creating a business around boating; a unique brand that would pair her love for boating and her ability to spread knowledge and wonderful experiences. Chimere has always been an experience creator! As a child, she would create make-believe restaurants and even had her poor brother eat Play-Doh during his restaurant experience.

Chimere knew she wanted to help other people experience the water, especially other people in her culture. So, she formulated her business plan and continued gaining the skills and knowledge needed to launch her dream.

She opened Reveur Sauvage (French for wild dreamer) Yacht Club & Charters in 2022, headquartered on the Baltimore Peninsula at Port Covington Marina. Reveur Sauvage is a minority-owned, woman-owned, luxury private yacht club and charter business. She worked with Brenda Wilmoth at Baltimore Boating Center and purchased a 2005 Silverton Sport Bridge. The yacht has two rotating captains, with herself as soon to be licensed by February, and Captain Pete and they are ready to take you on your next adventure!

For Chimere it is all about the experience. She takes great pride in providing superior

service and safety. Over the last season, she provided several curated experiences for many clients, such as bridal showers, date nights, special birthdays, and anniversary parties. She makes sure each guest feels special by way of (flowers, private waterfront dinner reservations, etc.) and you will always have the best experience possible. Her attention to detail has helped catapult her brand to the next level! One evening after she had just gotten off work, she picked up a dozen crabs and went to the marina to get a sunset shot. She took a bunch of photos and posted her favorite, "the shot". It garnered some likes and views but then one month later she was contacted by Sagamore Pendry to become one of their experience providers for their clients.

She has worked with a non-profit first through a silent auction where the winner has won a day on the bay during the 2024 season and is also working up a nautical navigation curriculum for pre-teens/teens.

Chimere is excited for the 2024 season to start, to work with Sagamore Pendry as an experience maker, and to introduce more people to the water and all it has to offer.

Be sure to look her up on her website: www.rsyachtclub.com or on Instagram @rsyachtclub.

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MAKING YOUR LISTS

By Montana Grant



CHECKING THE BOAT TWICE

The boating season is never over. There is always something to do, repair, upgrade, or just prepare for. Boating fun never ends. Trouble-free boating adventures do not just happen. They are a result of excellent care of your craft, skills, and maintenance.

Consider making a checklist/dream list of what needs and wants that you hope to do before Spring. Divide the tasks into groups that cover all the boats' systems and uses.

Even if your boat has been properly winterized, you can still address the tasks you want. Make sure that the storage area allows for safe access and availability. Know where to plug in for electricity, water, or support. Do your homework so you can properly order parts and complete your list. Some things, like electronics, fishing gear, and accessories can be removed and worked on remotely.

BOAT INSPECTION

When the boat is out of the water, make a complete inspection. Start with the hull and deck areas. You are looking for blisters, cracks, or places where water could enter. The deck may also have loose screws/hardware, splits, or damage. If your boat is on a trailer, look at the welds, tires, wiring, etc.

POWER

Inspect the propeller for bends, warps, dents, cracks, or damage that will affect the performance. If the prop is unbalanced, extreme vibration can cause poor fuel consumption and damage to the engine. Inspect fuel, stabilizers, and oil levels. Look for any leaks from aged/worn-out gaskets

and seals. Learn how to make emergency repairs. If the motor is broken, have it fixed now, not when boating season begins and repair techs are booked solid.

ELECTRICAL/BATTERIES

Most boats have a battery or electrical systems that need attention in the winter months. Look for corrosion, connections, worn or damaged wiring, fuses, and connections. A solar trickle charger will help to maintain a battery. You can also remove the battery and store it indoors.

SAFETY

Every boat is required to have PFDs, flares, fire extinguishers, and other safety items. These items will age, wear out, dry rot, get chewed on by

critters, or need upgrades. Check with your local US Coast Guard for new rules, changes, and updates.

EDUCATION

The most important things that we learn about boating are the things we learn after we already know everything! Take some boating, navigation, or boat care courses. This priceless knowledge will make you a better captain so you can teach your crew.

PLAN SOME ADVENTURES

Make a wish list about where and how you would like to use your boat this spring. Maybe there is a new fishing spot, marina, or historical site that you would like to visit. Ask your family and friends what they would like to do with your boat.

Spring is just around the corner. You have plenty of time to make sure that your boat is Bay ready. The boat does not need to be on the water to enjoy. It's better to make repairs, upgrades, and maintenance now, rather than when the spring waters are calling.

Spring means launch and power up, not being stuck on shore.

Scenes for this Seasons Lighted Boat Parades

2023 Lighted Boat Parade



Photo: Jim and Kisha with Lauren and Lance McGee, Mr and Mrs. Matt Blackistone and Laurie with David Sites, The Chesapeake Bays Great Photographer!



1. David Sites captured this Radio Flyer on Middle River. Thank you Nick Hock. 2. Jonny Towers and Crew at the Chesapeake Inn. 3. This Laser Light Boat got all of attention in Annapolis. 4. The Bear Creek Lighted Boat Parade hard rocked the neighborhood! Actually HARD YACHTED! 5. The Bohemia River Boaters lit up the C and D Canal and Chesapeake City

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New Year Resolutions

By TowBoatU.S. Captain Dale Plummer

As we enter a new year, it's a good idea to review the past year and, with a fresh perspective, make a plan for the coming year. With that in mind, here are some of our favorite New Year resolutions for boaters.

- *Boat More Often* – Boating is a relaxing distraction for your mental health and a fun way to create new memories with your friends and family in the great outdoors. Also, the more you run your boat, the better it runs! Leaving it unused for weeks at a time, without proper maintenance, is a sure way to create mechanical problems. Resolve to boat more often!
- *Boat Safer* – Review your onboard safety gear including lifejackets, flares and first aid kit. Be sure the horn, anchor light, and running lights work properly. Check the fire extinguishers and change the batteries in the smoke and CO detectors. Resolve to practice safety drills with your crew and to file float plans in the coming year.
- *Boat Cleaner* – Consider your impact on the environment. Make sure to follow proper on-board sewage management recommendations and fueling procedures to keep toxins out of the water.

Check that your boat's fittings and exhaust ports are in good shape, that intakes are clean, and bottom paint is in proper condition. Dispose of all waste you produce and recycle when possible. And choose a charity that benefits the Bay as this year's recipient of your goodwill.

- *Boat Friendlier* – Join a local yacht, power boat or fishing club to keep your calendar jam-packed with events to share with new and old friends. Resolve to be a courteous boater by obeying no wake zones, using your manners on the radio, respecting the rights of others and waving back to other boaters on the water!
- *Boat More Economically* – Make certain that your boat's registration is current and that all the required paperwork is on-board so you don't run into any unexpected fees for non-compliance. Review your insurance policy thoroughly and remember, cheaper is not always better. Do not wait until you have a claim to find out that you are not covered. And for those unexpected emergencies, make sure you have your TowBoatUS membership up to date or call to sign up now if you haven't already! As always happy, to help...and Happy New Year!

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HOPKINS FARM *Brewery*

By Kimberly Houck

If you have not been to Havre de Grace lately, I would highly recommend a trip to Hopkins Farm Brewery.

The brewery is family-owned and operated and has been at the corner of Rider Lane, Level Road (Rt 155) and Aldino Road since the 1920s; though the concept of using the malted barley from the farm didn't come into play until 2018. The doors to the brewery were opened in 2020. Arthur Hopkins and wife Ella bought the farm in 1920 and had one son, Arthur. Arthur and his wife Rosalie bought their farm, Level Green Farm. They had three children: Alice, David, and Daniel. Alice was a beloved teacher and coach here in Harford County for many years. David continues to grow sweet corn, tomatoes, and watermelons. His son Aaron is currently the brewer at Hopkins Farm. Dan

and his wife Katie have retired from veterinary medicine/dairy farming and pediatric medicine respectively and now work full-time at the brewery. They all credit their strong work ethic to watching their parents run the farm every day while they were growing up.

So, let's talk beer.

Ahh Apples Ga'Lhors. Partnering with Lohr's Orchard this sweet cider ale was delicious. My non-beer drinking friend preferred Fiesta-Rita -- a strawberry margarita-inspired seltzer. Our beer guy loved Bahama Drama (it had a sour yet tropical blend), Yam Right! (wasn't sure as it is a sweet potato-based amber ale but loved it), and Stop Work Order (very hoppy but an excellent IPA).

On the day of our trip, we had the Conrad's Seafood Truck but have it on our calendars to go back for the 410 Empanada truck

and will pair it with Desperado, the Mexican lager on tap. The rotation of food trucks is listed on the website and includes favorites such as Village Bistro, The Pit Shack, Love Crust Pizza, and more. You are allowed to bring outside food but with the truck line up why would you? LOL! And please do not try to sneak your own alcohol in because it is not only rude it violates the brewery license. The website also shows all the events that are going on. There is Charm City Music Bingo, Beers with Santa (keep this in mind for next year), and the Annual New Year's Eve Keg Drop. You can check out upcoming events at www.hopkinsfarmbrewery.com/upcoming-event. Check their Facebook page for updates on live music.

While it was a little chilly on our visit, I can imagine sitting out-

side listening to music under the stars and enjoying a pint or two. You can bring your tents, blankets, and chairs to hang out with friends and family. You can also rent the pavilion or tent on-premises for large gatherings or special events. For safety reasons though please leave Fido and FeeFee at home.

Be sure to take home a souvenir. There is merchandise for sale including hats, hoodies (in case you get cold), glassware, growlers, and more. You can even purchase a gift card for that hard to buy for friend who loves beer and good times.

So, grab your crew and head on up. Current hours are Wednesday/Thursday from 2-9:30 p.m., Friday/Saturday 12-9:30 and Sunday 12-7 p.m. And don't forget to tell them your friends at Upper Bay Boating Magazine sent you.

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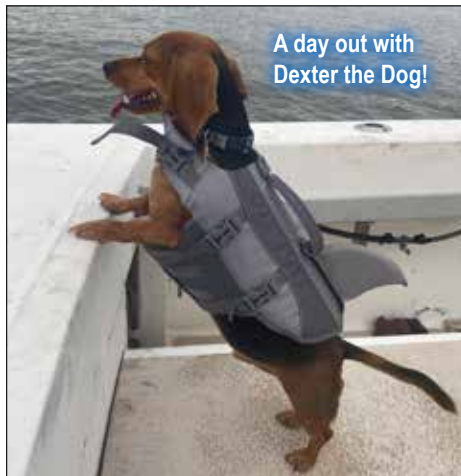
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We start the year out preparing for the *Chesapeake Bay Boat Show*. This is a great opportunity to communicate with old and new friends about our mission and how you can join in and make a difference in your community and our world. Stop by our booth and spin the wheel to win a prize and discuss current issues.



Communities

Join in one of our scheduled cleanups or let us help you organize your own cleanup with your neighborhood, scout troop, religious or other organization. Grab your workmates and commit to a day of service to give back to your community. Whatever the case, we can help you organize a cleanup in any community. Help us recruit volunteers and we will provide the gloves, bags, pickers, buckets and even haul the trash away. Contact **MWF** to get involved and make a difference!

Mark your calendar for our Annual Gray's Road Cleanup, sponsored by **Key Brewing** on Saturday, April 13th. Come out and help clean-up the storm drain ditches along this mile-long road before the trash flows into Bear Creek and the Chesapeake Bay. Join the challenge of volunteers from **Rosedale Federal Savings & Loan, Venturing Crew 726, Baltimore County Office of Communications** and others to show how committed you are to improving the health of the Chesapeake Bay.



As always, **Key Brewing** will provide delicious beverages and grill fare for volunteers. Be sure to show up for this or one of our other cleanup events.

While **Earth Day** falls on a Monday this year, April 22, let's work together and make everyday Earth Day! The theme this year is **Planet vs. Plastics**, and calls for the widespread awareness of the health risks of plastics. Please do your part by saying no to single-use plastics like drinking draws. There are plenty of alternatives to single-use plastics, don't forget your reusable grocery bags and water bottles, it is up to each of us to make the change and improve our environment.



Other involvement with communities includes *Dumpster Days, National Night Out, community fairs, holiday events and community meetings*. We work to gain the respect and trust of the communities we work with and lend a helping hand as we can. Let us be a part of your community and help with workshops, education, cleanups or however we can help. We work with communities from Catonsville to Watersedge in Dundalk.

A Growing Problem on the Chesapeake Bay - Abandoned Boats

If you picked up a copy of **Upper Bay Boating**, likely you own a boat. Did you know when you sell that boat you are obligated to call **Maryland DNR** and report this information. If not, you are still the legal owner of that vessel and responsible for it, even if it shows up abandoned on our shores or roadways years later. This could be very costly for you with fines, cost of disposal (on average, \$300/ft) and more!

Abandoned boats have become a growing problem and degrading the health of the Chesapeake Bay. MWF has been working to pull in and dispose of many abandoned boats that are breaking down and leaching out fluids and other debris, polluting our waterways. With help from **Baltimore County Executive's Office, DEPS**, and Police Marine unit, we can begin to make a difference. A grant from the county for an Excavator and Dump Trailer will help in pulling in and destroying the vessels. We have met and discussed issues and needed law changes with **Secretary of DNR, Josh Kurtz** and will continue to work on this growing issue and how to combat it. Stay tuned for more information!



College Students - Summer Internship

Looking for experience, college credits, adventure and new friends?
Contact MWF about our paid summer internship program.

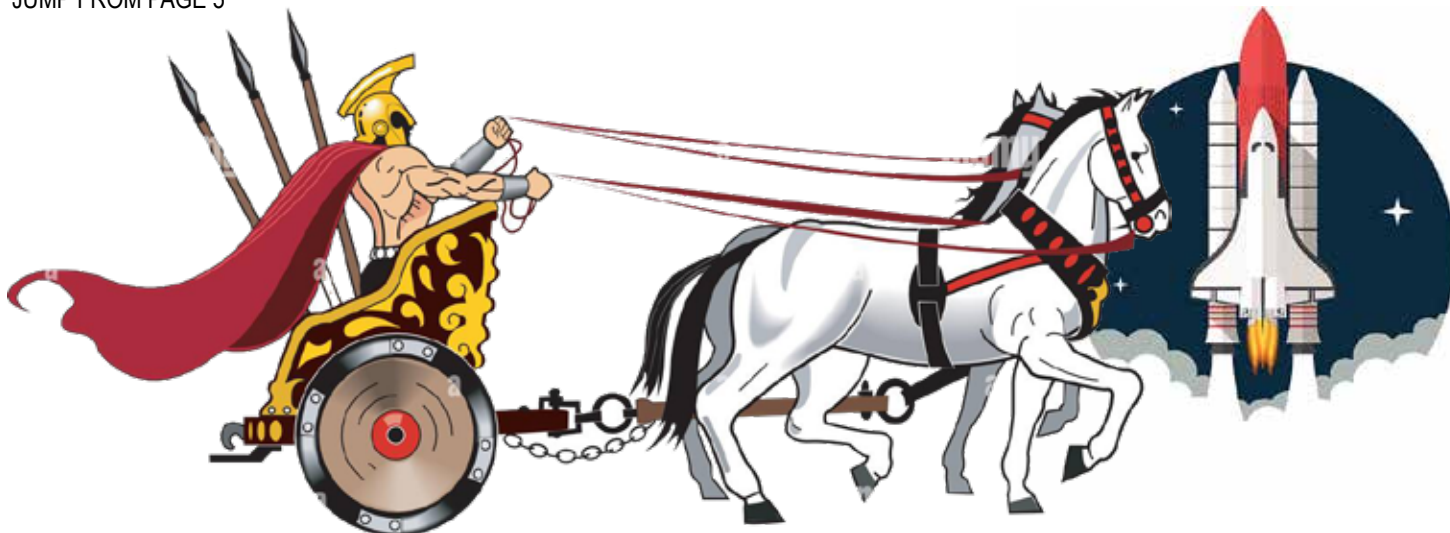


Check out our Website and Social Media for upcoming events and Fundraisers. Look for a BIG EVENT coming in June!

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Marinating with Jim High

JUMP FROM PAGE 5



AN INTERESTING RAILROAD STORY!

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Well, because that's the way they built them in England, and English engineers designed the first U.S. railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing. Why did the wagons have that odd wheel spacing? Well, if they tried to use any other spacing, the

wagon wheels would break more often on some of the old, long-distance roads in England. You see, that's the spacing of the wheel ruts. So, who built those old rutted roads? Imperial Rome built the first long-distance roads in Europe (including England) for their legions. Those roads have been used ever since. And what about the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original

specifications for an Imperial Roman war chariot. Bureaucracies live forever. So, the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs were made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a

bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds. So, a major Space Shuttle design feature, of what is arguably the world's most advanced transportation system, was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important? Ancient horses' asses control almost everything.



A POWERBOATER AND A SAILBOATER PRELUDE TO A BULL ROAST!



A Powerboater and a Sailboater are partners in a marina. They are planning a Bull roast, but have lost the bull. The two marina partners need to buy another but only have \$500. The Sailboater tells the Powerboater, "I will go to the market and see if I can find one for under that amount. If I can, I will send you a telegram to bring the truck and trailer." He goes to the market and finds one for \$499. Having only one dollar

left, he goes to the telegraph office and finds out that it costs one dollar per word. He is stumped on how to tell the Powerboater to bring the truck and trailer. Finally, He tells the telegraph operator to send the word "comfortable." Skeptical, the operator asks, "How will he know to come with the truck and trailer from just that word?" The Sailboater replies, "He's a Powerboater. He reads really quick... 'Come for ta bull.'"

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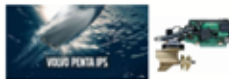
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**CAPTAIN CORELLI
WAS SITTING AT A
BAR... HA HA HAAAAH
WHEN:**

A Penguin walks in and asks the bartender if his brother had been in? The bartender asks "What's he look like?"

A Duck walks into a bar and asks if he can buy a round for everybody? Tells the bartender to put it on his bill!

Two guys walk into a bar. The third one ducks.

A Maryland Mushroom walks into McFauls and asks for a beer? The Bartender questions him and the Mushroom explains he is a Fungi!

So a five-dollar bill walks into a bar, and the bartender says, "Hey. This is a singles bar."

A crab walks into a bar and says, "I'll have a pint please, but if I'm not satisfied with it, I'd like to be compensated with ten bottles of champagne." The bartender says, "Why the big clause?"

A bartender says, "We don't serve time travelers here." A time traveler walks in a bar...

E-flat walks into a bar. The bartender says, "Sorry, we don't serve minors."

Two dragons walk into a bar. One says to the other, "It's hot in here." The other snaps back, "Shut your mouth!"

The past, present, and future walk into a bar. It was tense.

A neutron walks into a bar and orders a drink. When the neutron gets his drink, he asks, "Bartender, how much do I owe you?" The bartender replies, "For you, neutron, no charge."

Two jumper cables walk into a bar. One of them says "We'd like a couple of beers, please." The bartender says "Okay, but don't start anything."



The local town idiot wants to go ice fishing this winter. He grabs his stool, rod, bait, thermos of coco, and drill. He goes down to the lo-

cal pond, sets up his stool and starts to drill. A very loud voice comes from the sky "THERE ARE NO FISH UNDER THE ICE" So he quickly moves to another spot and again sets up his stool and starts to drill. A

loud voice comes from the sky "THERE ARE NO FISH UNDER THE ICE". The town idiot again moves when a man on a Zamboni rides up and tells him he is trying to fish on the local ice hockey rink!

OYSTER Glad To See Me?



Man-made Oyster Reef Near Key Bridge
Photo: Chesapeake Bay Foundation

By Anne Sandbek

While much of the boating world is winterizing and pulling boats from the water, the oyster lovers are just getting started! Winter is prime season for Maryland's iconic oysters. Commercial and recreational oystering runs from October through March.

When I worked at an outdoor education center in college we taught sixth graders about Bay ecology, and science among other things. One of the first lessons I assisted with was bivalves (aquatic mollusks with hinged shell-like oysters, clams, and mussels). Since the Upper Bay, as you probably know, is a bit lacking in oysters - we mostly caught the invasive Asian clam. However, the more important part was the tool we used to collect them. It looked like a medieval torture device crossed with a

posthole digger. With six-foot handles and a cage with tongs on the end, I was a bit hesitant to hand it over to the students. Luckily it was too heavy for most of them to have done any damage even if they wanted to. With two or three kids and/or help from an adult, the students were able to drive the cage into the sand, push the handles together, and pull the contraption up to the dock. Then if we were lucky, it contained two or three clams to examine.

Now why do I share this depressing anecdote? To show you just how different the bay is today from when John Smith first sailed up to what is now Havre de Grace. In 1608 when John Smith and a crew traveled up to the Susquehanna River, he described the water as crystal clear and he had to dodge massive reefs made up of

oysters. As you know, this is not the reality of the twenty-first century.

With less than 2 percent of the historical population of water-filtering Eastern Oysters in Chesapeake Bay today, it's not surprising we don't get to enjoy the crystal-clear waters they did in the 17th Century. Each adult oyster can filter 50 gallons of water a day. Large oyster reefs, think coral reefs, obstructed shipping lanes and had prime harvesting potential. Over the centuries, without harvesting limits and periodic dermo disease flare ups, the population plummeted.

Today many governmental and nonprofit groups alike are working to restore oyster populations in various ways. You can still use those medieval hand tongs to attempt to harvest oysters recreationally, but many oysters

are being grown in pots off of docks. Through the Maryland Grows Oysters program over 1 million oysters were planted in 2023. By protecting the spat (baby oysters) in their first year of life the chances of each making it to adulthood are drastically higher. Sanctuaries and restoration efforts are working to put oyster reefs back in the Bay.

More oysters equal a more sustainable harvest potential, cleaner water and even higher blue crab populations! What's not to love? With sanctuaries and restoration efforts working with the recreation community, the new reefs are being placed where there would be less effect to boaters as they grow. A win-win if I ever heard of one. So, the next time you slurp down one at an oyster bar say thank you.



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